

In the Claims:

Please cancel claim 25, without prejudice or disclaimer of the subject matter therein, in favor of new claim 44 and amend claims 23, 26, 30-34, 36-41 and 43 as follows in which the claim additions are shown by underlining and/or the claim deletions are shown by strikeout or brackets. Please enter the amended claims into the record of this case.

In the Drawings:

Please amend FIGS. 1 and 3 of the drawings, presently on file, as indicated in red ink on the accompanying Annotated Drawings. The Applicant respectfully requests approval of all of the requested drawing amendments at this time. **Also please enter the enclosed new Replacement Sheet of drawings, accompanying this Submission, which incorporate all of the requested drawing amendments.**

[008] In order to facilitate the loading and unloading procedure, goods vehicles are frequently also equipped externally at the rear with loading ramps, which generally exhibit a depth of ca. 2 m (about 2m or 6.56 ft). In the driving mode, the loading ramp is folded vertically upwards against the rear end of the vehicle. For loading and unloading purposes, this ramp is brought into a horizontal attitude as a first stage by means of hydraulic lifting cylinders. The rear end of the vehicle is opened, and the goods to be unloaded are pushed onto the loading ramp. The loading ramp is then lowered to the ground by means of further cylinders.

[010] Since, with the loading ramp in its upper raised position, the ramp is situated at a height of more than 1 m (3.28 ft), an additional risk of accident exists in conjunction with loading and unloading, especially if the loading ramp is made slippery by snow or rain.

[040] It is similarly possible, if the need arises, to raise the loading boxes 7, 8 or 9 to a ramp height of 1100 mm (3.61 ft), for example, for loading and unloading. An appropriate free space below a roof structure 13 is kept clear for this purpose between the upper edges of the loading boxes 7, 8 and 9.

[043] Whereas the vehicle frame 1 with the two longitudinal members 4 and 5 of the ladder frame does not normally extend as far as the rear end of the vehicle, the vehicle frame 1 and the two longitudinal members 4 and 5 are cut shortly behind the rear axle 3, as can be appreciated in Figures 1 and 2. The vehicle generally possesses three pillars for stabilization in the customary

fashion, namely a so-called A-pillar, B-pillar and C-pillar. The C-pillar in this case is located shortly behind the rear axle 3. The two longitudinal members 4 and 5 are cut at this point. A lifting device 11 with a lifting cylinder 12 is arranged on vertical rails 30 on a floor of the vehicle, as shown in Figs. 1, 3, and on either side of the vehicle in each case and is also attached to the C-pillar. A portal structure 14 connects, via the vertical rails 30 and the lifting device 11, the two lifting cylinders 12 to one another. The loading box 9 is attached to the lifting device 11 in such a way as to be capable of vertical adjustment in a manner that is not illustrated here in any detail. The loading box 9 consists essentially of a lower loading surface 9a.

[050] As can be appreciated, in the case of the vehicle in accordance with the invention, the maneuvering space required for loading and unloading is significantly smaller than in the case of conventional vehicles with an externally situated loading ramp, which can generally extend for up to 2 m (6.56 ft) and more behind the rear of the vehicle. In the present case, it is no longer necessary to make such a clear space available.

1-22. (CANCELED).

23. (CURRENTLY AMENDED) A vehicle provided with at least one front axle and at least one rear axle, with at least two loading boxes or loading surfaces capable of being raised and lowered to accommodate cargo ~~[[of]]~~ to be transported by the vehicle, with a vehicle frame and with a loading ramp situated in a rear area of the vehicle frame, in conjunction with which at least one part of the at least two loading boxes or loading surfaces is capable of being raised and lowered in a vertical direction by lifting devices arranged on the vehicle frame;

wherein each of the at least ~~[[one]]~~ two loading boxes or loading surfaces (7, 8, 9), capable of being raised and lowered behind the at least one rear axle (3), ~~[[is]]~~ are arranged in such a way that ~~it is executed as~~ the at least two loading boxes or loading surfaces (7, 8, 9) each function as an internal loading ramp, in conjunction with which at least one lateral opening, for providing access to one of the least two loading boxes or loading surfaces (7, 8, 9) surface and at least one rearward-facing opening, for providing access to another of the least two loading boxes or loading surfaces (7, 8, 9) surface arranged on the vehicle frame (1) in ~~[[the]]~~ a region of the loading ramp ~~are~~ provided, which each opening surfaces ~~expose loading openings for the purpose of facilitates~~ loading or unloading of cargo on the respective loading box or loading surface (7, 8, 9), and ~~in conjunction with which a door-like arrangement~~ roller door (20) is provided ~~[[as an]]~~ for closing the rearward-facing opening surface at the rear of the vehicle.

24. (PREVIOUSLY PRESENTED) The vehicle according to claim 23, wherein the loading openings are exposed in a predetermined position of the lifting device (11).

25. (CANCELED)

26. (CURRENTLY AMENDED) The vehicle according to claim ~~[[25]]~~ 23, wherein the roller door (20) is guided by lateral guides.

27. (PREVIOUSLY PRESENTED) The vehicle according to claim 23, wherein a sliding door (16) is provided at least on one side of the vehicle in the area of at least one loading box or loading surface (9) that is capable of being raised and lowered.

28. (PREVIOUSLY PRESENTED) The vehicle according to claim 27, wherein a sliding door (16) is provided on both sides in the area of the loading box or loading surface (9) that is capable of being raised and lowered.

29. (PREVIOUSLY PRESENTED) The vehicle according to claim 28, wherein the sliding doors (16) are provided, at rear ends thereof, with vertical guide rails (19) for the purpose of guiding the roller door (20).

30. (CURRENTLY AMENDED) ~~The vehicle according to claim 27, wherein A~~ vehicle provided with at least one front axle and at least one rear axle, with loading boxes or loading surfaces capable of being raised and lowered to accommodate cargo of the vehicle, with a vehicle frame and with a loading ramp situated in a rear area of the vehicle frame, in conjunction with which at least one part of the loading boxes or loading surfaces is capable of being raised and lowered in a vertical direction by lifting devices arranged on the vehicle frame;

wherein the at least one loading box or loading surface (9) capable of being raised and lowered behind the at least one rear axle (3) is arranged in such a way that it is executed as an internal loading ramp, in conjunction with which at least one lateral opening surface and at least one rearward-facing opening surface arranged on the vehicle frame (1) in the region of the loading ramp are provided, which opening surfaces expose loading openings for the purpose of loading or unloading, and in conjunction with which a door-like arrangement (20) is provided as an opening surface at the rear of the vehicle;

a sliding door (16) is provided at least on one side of the vehicle in the area of at least one loading box or loading surface (9) that is capable of being raised and lowered; and

the sliding door (16) is provided, at its rear end, with an inward-facing angled section (18), on which lighting devices (23) for the rear end of the vehicle are arranged.

31. (CURRENTLY AMENDED) The vehicle according to claim 27, wherein the sliding door ~~or the sliding doors (16) is/are~~ is attached to ~~[[the]]~~ a roof structure (13), behind the rear axle (3), ~~and is/are~~ is guided in horizontal guide rails (19).

32. (CURRENTLY AMENDED) The vehicle according to claim ~~[[25]]~~ 23, wherein the roller door (20) is accommodated, in its ~~raised~~ a retracted state, in ~~[[the]]~~ a roof structure (13) behind the rear axle (3).

33. (CURRENTLY AMENDED) The vehicle according to claim 23, wherein the lifting device (11), for the at least one loading box or loading surface (9) arranged behind the rear axle (3), is arranged on ~~[[the]]~~ a C-pillar of the vehicle frame.

34. (CURRENTLY AMENDED) The vehicle according to claim 33, wherein the lifting device (11) is provided with lifting cylinders (12), which are arranged on vertical rails (30) on the C-pillar.

35. (PREVIOUSLY PRESENTED) The vehicle according to claim 34, wherein the lifting device (11) forms a portal structure (14) together with the rails.

36. (CURRENTLY AMENDED) The vehicle according to claim 27, wherein an enclosing wall section (22) is arranged ~~in each case under~~ adjacent the one or more sliding doors (16) ~~or in front of these, which wall and each enclosing wall section (22), when in a lowered state, forms~~ is provided as an access ramp in the lowered state to facilitate loading of the loading box or the loading surface (9).

37. (CURRENTLY AMENDED) The vehicle according to claim 23, wherein an enclosing wall section (21) is arranged on the rear of the vehicle, ~~which wall and the enclosing wall section, when in a lowered state, form~~ is provided as an access ramp in the lowered state to facilitate loading of the loading box or loading surface (9).

38. (CURRENTLY AMENDED) The vehicle according to claim 27 having a ladder frame ~~[[as]]~~ comprising a part of the vehicle frame, which exhibits two longitudinal members (4, 5) ~~arranged at a distance~~ spaced from one another and transverse members (6) connecting the longitudinal members (4, 5) to one another,

wherein the ladder frame is cut in the area of the at least one rear axle (3) to permit the installation of the internal loading ramp at a later date, and ~~in that~~ a lifting device (11) for the at least one loading box or loading surface (9) can be attached to ~~[[the]]~~ a C-pillar of the vehicle frame (1) behind the rear axle (3).

39. (CURRENTLY AMENDED) The vehicle according to claim 27 having a ladder frame ~~[[as]]~~ comprising a part of the vehicle frame, which exhibits two

longitudinal members (4, 5) arranged at a distance from one another and transverse members (6) connecting the longitudinal members (4, 5) to one another,

wherein the at least one loading box or loading surface (9) is arranged laterally on the ladder frame behind the at least one rear axle (3).

40. (CURRENTLY AMENDED) The vehicle according to claim 39, wherein there are at least three loading boxes or loading surfaces (7, 8, 9) and a loading box or a loading surface (9) is arranged on both sides of the ladder frame.

41. (CURRENTLY AMENDED) The vehicle according to claim 38 having a ~~ladder frame as a part of the vehicle frame, which exhibits two longitudinal members (4, 5) arranged at a distance from one another and transverse members (6) connecting the longitudinal members (4, 5) to one another,~~

~~—wherein an auxiliary frame (25) is attachable to the longitudinal members (4, 5) of the ladder frame to form a chassis superstructure with, which includes the loading boxes or loading surfaces (7, 8, 9, 10), with and the lifting devices (11) for the loading the boxes or loading surfaces, the auxiliary frame (25) is provided with [[an]] the internal loading ramp together with [[the]] a roof structure (13) and openings surfaces, which auxiliary frame is capable of attachment to the longitudinal members (4, 5) of the ladder frame.~~

42. (PREVIOUSLY PRESENTED) The vehicle according to claim 41, wherein the auxiliary frame (25) is detachably attached via connecting devices (26, 27) to the longitudinal members (4, 5) of the ladder frame.

43. (CURRENTLY AMENDED) The vehicle according to claim 42, wherein the connecting devices ~~exhibit~~ includes fixing plates (27) and screwed connections (26).

44. (NEW) A cargo vehicle comprising:

at least one front axle and at least one rear axle being coupled by a vehicle frame having two longitudinally extending members and a plurality of transverse members extending normal to and coupling both the longitudinally extending members;

at least first and second loading surfaces each respectively extending longitudinally between an A pillar and a B pillar, the two A pillars and the two B pillars are respectively coupled at a top thereof by a laterally extending portal;

a third loading surface extending laterally between a pair of C pillars, which are coupled at a top thereof by a laterally extending portal, each of the A pillars, B pillars and C pillars are coupled to the vehicle frame with the C pillars being coupled to a rear of the vehicle frame;

a lifting device (11, 12) is attached to each of the A pillars, B pillars and C pillars and each of the respective lifting devices (11, 12) is attached to one of the first, the second and the third loading surfaces such that each the first, the second and the third loading surfaces is attached to two of the lifting devices; and

the lifting devices vertically bias the associated loading surface between:

- (a) a low position at which the loading surface is adjacent a ground surface,
- (b) an intermediate ramp height position for one of loading and unloading the loading surface onto a ramp and a high driving position where the loading surface is sufficiently spaced from the ground surface to facilitate driving of the vehicle.